



Hongkong Daily Press

THE BEST THING
IN SIGHT
IS
CROOKES' GLASSES
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,890. 號十九百六千九萬一第 日十初六午辛 HONGKONG THURSDAY, JULY 14th, 1921. 四拜禮 號四七月七年拾國民華中 PRICE \$3 PER MONTH.

INTIMATIONS
BOORD & SON
CORDIAL
OLD TOM
FINEST
DRY
GIN
LONDON BOTTLED.
SOLE AGENTS:
CALDBECK, MACGREGOR & CO. LTD.
15, QUEEN'S ROAD CENTRAL.
Tel. No. 78.

CARTRIDGES!
NEWLY ARRIVED.
A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKE-LESS DIAMOND.
THE HONGKONG SPORTING ARMS & AMMUNITION STORE.
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.
19, Queen's Road Central, HONGKONG.
FURNITURE AND PHOTO GOODS STORE.
Glass Etching, Sign-Board and Mirror Making.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging Undertaken.
Telephone 1219.

FRENCH LESSONS
G. MOUSSON,
15, Morrison Hill Road.

PEAK TRAMWAY CO. LIMITED.
TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.
SATURDAYS.
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "
NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Note.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20
	Local	Local	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through	Through
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (at Sha Tin)	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
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JAPAN'S ARMY ESTIMATES.

WAR OFFICE BUDGET TOTALS
YEN 200,000,000.

The Japanese War Department has prepared its budget for the army for the fiscal year 1922-23 in line with the world-wide desire for a reduction in the sums to be spent for military enterprises. The budget estimates call for an expenditure of Y.200,000,000. The appropriation made for the army by the last session of the Diet was Y.203,144,702, the economy as now estimated totalling Y.3,144,702.

"The War Office authorities are eager to adjust themselves to the circumstance in which the Empire finds herself through the changes wrought in the world regarding the question of a reduction of expenses," declares the *Asahi*, which has learned from an authoritative source the figures that the estimate embodies. The budget was to be submitted to the Finance Department on June 30th for its consideration.

ORDINARY EXPENSES HIGHER.

Of the total estimated allowance, Y.195,000,000 is to go for ordinary expenses and Y.5,000,000 for extraordinary expenses. The ordinary expense is Y.11,109,169 more than that allowed for the present year and Y.39,047,583 more than the allowance for the year 1920-21. However, the extraordinary estimates are Y.14,553,871 less than the amount for the present period. The sum is Y.7,555,275 above the extraordinary expenses of 1920-21.

The comparisons follow:—

	1922-23.	Estimates.
Ordinary	Y.195,000,000	
Extraordinary	Y.5,000,000	

Totals Y.200,000,000

	1921-22.	Estimates.
Ordinary	Y.183,290,831	
Extraordinary	Y.79,553,871	

Totals Y.262,844,702

	1920-21.	Estimates.
Ordinary	Y.135,942,414	
Extraordinary	Y.57,450,725	

Totals Y.193,393,139

The principal items in the extra-ordinary expenditure estimates, according to the *Asahi*, are for replenishment of defences, including the expense of organizing additional airplane corps, the readjustment of fortresses, the replenishment of armament and the like, totalling Y.33,500,000, and Y.10,000,000 extra for the possible rise in prices. The other expense consists of miscellaneous items.

"There are very few new enterprises worth noticing incorporated in the War Office bill," the *Asahi* says, "but there are two or three noteworthy facts as to the plans in connection with the economy to be exercised in the army expenses and with the progress of aviation in the world."

MUST ESTABLISH ROUTES.

"The facts noted are that the time of the entry of new recruits into the service is in January, the changes in the aviation corps, the establishment of international aviation routes contemplated, and the abolition of the practice of allowing officers of the sakwan rank (field officers) to maintain horses at their own expense. By changing the date of the entry of conscripts into the Army Government will save about Y.2,000,000."

"The 4th session of the Diet approved the plan of adding two corps to the aviation service, the Fifth and the Sixth Corps, in view of the progress of the world in aviation, but steps for such enlargement have not as yet been taken. The present formation of the First, Second and Third Corps consists of two companies each. Such organization lacks unity, and it is now proposed that the formation shall include three companies for each unit."

"In the present system the life of an airplane is estimated at six months, but it is considered too dangerous to permit the planes to be used that long. Therefore, it is proposed to reduce the time for each plane to four months. General unity of service throughout is desired, but such a proposition would require a considerable outlay. For instance, one corps will require as much as an army division, or Y.1,500,000 a year. Such a large expense is thought too great for the next fiscal year."

"The plan for the establishment of international aviation routes must be carried out regardless of cost," declares the paper, "in order to maintain the dignity of the Empire among the nations of the world. The plan will be incorporated in the budget for next year. About Y.10,000,000 is estimated as the cost of all aviation enterprises."

TO SUPPLY HORSES.

"Because of the expense of living it is proposed to supply Government horses to all sakwan officers. There are now 2,500 horses throughout the country owned by sakwan for their own use. At the rate of Y.500 a head these horses will cost the Government Y.1,250,000. The expense of keeping the stables is to be provided by the Government also."

"The War Office estimates are without peculiarity for the next year, as shown by the foregoing description. No great new enterprise is noted on account of the relations with finance. The War Office authorities are eager to adjust themselves to the circumstances in which the Empire finds herself through the changes wrought in the world regarding the question of a reduction of the expenses. The old committee of investigation of the military system will be revived, although it has been discontinued since the defence plans have been approved by the 43rd and 44th sessions of the Diet."

"The War Office expects to introduce a thorough reform in 1923-24," *Japan Advertiser*.

NEW CONSTITUTION FOR BURMA.

PROMPT ACTION URGED.

The first constructive report of the Standing Joint Committee on Indian Affairs, of which Lord Islington is chairman, was published, on June 1st, and pronounced upon the controversy as to the future constitution of Burma.

It will be recalled that Mr. Montagu rejected the revised scheme of the Government of India for a system stopping short of the application of dyarchy to the province. In March last Lord Lytton, Under-Secretary, moved the second reading of a Bill to apply the dyarchical system with local modifications to Burma; but consideration was postponed until further papers were published. These were issued early in April, and soon after the whole question was referred to the Joint Select Committee by the Secretary of State.

The conclusions of the Committee have been "reached by different routes," but they are at one in recommending that the Government of India Act be applied to Burma, and that the necessary legislation be passed without delay, as proof of the intentions of Parliament towards Burma and its people. They believe that the Bill introduced by Lord Lytton is, in principle, adequate for the purpose.

The Committee held that they had not sufficient evidence before them upon which to base recommendations in respect to the division between reserved and transferred subjects and the form of election which should in every instance be adopted. They consider that these are essentially matters to be explored by a competent authority on the spot, and they advise the early appointment of a committee, which should include at least a chairman and one other member from Great Britain. This body should be charged with the duty of holding an open inquiry into and reporting upon the franchise and electorates, the subjects to be administered by Ministers, and all questions ancillary thereto. A preference is expressed for direct over indirect elections in rural areas wherever practicable.

In the absence of full material, the Committee submit no opinion on the often-discussed question of separating Burma from India. They do not think that if this were subsequently decided upon it would be more difficult under the dyarchical constitution than that now existing. Indeed, they think that these changes might somewhat diminish the difficulties of separating Burma from India and placing it under another department in Whitehall.

NEWSPAPERS SUPPRESSED IN JAPAN.

The *Japan Advertiser* printed the following in conspicuous type in its issue of June 25th:—

"The *Japan Advertiser*, in common with a number of other papers, was 'suppressed' yesterday, and, though Tokyo and Yokohama subscribers had received their papers before the thunderbolt was launched from the censor's office in the Metropolitan Police Office, readers in Kobe and the country districts will probably be deprived of their papers."

"To save readers who have received the *Advertiser* from hunting through it for something peculiarly spicy or for some especially 'dangerous thought' we may add that the offending statement was contained in a Kokumai Reuter telegram from New York printed on Page 10 under the cross-head 'Renewal is Expected' and containing a statement which one would have thought could surprise no one who had read the treaty concluded between Great Britain and the Japanese Empire on July 13th, 1911, and freely discussed on many occasions in the intervening ten years, or the speeches made by Mr. Lloyd George and others in London on June 20th."

JAPAN'S NATIONAL ANTHEM.

The words of the Japanese National Anthem (commencing: *Kimi ga yo wa*), like the Japanese throne, are of great antiquity. The anthem is taken from the first of two verses specially alluded to by the editor, in his preface to the Kokinshu, an anthology of poems, ancient and modern, collected by the order of the Emperor Daigo in A.D. 905.

"The editor mentions the ancient poem as a sample of a certain class of subjects used by poets—'they wished prosperity to their lord, using the metaphor of pebbles.' The verse, included in the collection, runs (Aston's translation):—

May our lord
Live for a thousand ages
Until the pebbles
Become a rock
Overgrown with moss!

THE WRONG WAY TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type hold at proper distance—say 14 inches from your eye, have your eyes examined by the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 53, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.—*Adv.*



Miss DIANA PATRICK

THEATRE ROYAL.

RETURN VISIT BY GENERAL REQUEST

of the

BANDMAN OPERA CO.

NOTE.—Commencing this SATURDAY, "OH JOY."	
MON. July 18th.	"BRAN PIE."
TUES. July 19th.	"AFGAR."
WED. July 20th.	"IRENE."
THURS. July 21st.	"THE BETTER 'OLE."
FRI. July 22nd.	"WHO'S HOOPER."

Booking at MOUTRIE'S, Tuesday, July 12th.
Prices: \$1, \$2 & 1. Overture at 9.15 prompt.

[1184]

"THE WORLD THEATRE"

UNDER EUROPEAN MANAGEMENT.

The most modern and up-to-date
place of amusement in Hongkong.

Thursday, 14th July.

GRAND FREE OPENING DAY

2.30 p.m. 5.15 p.m. 7.15 p.m. 9.15 p.m.

AN ALL COMEDY PROGRAMME

will be introduced.

See the BONDS OF LOVE (Friday).

[1185]

THE STANDARD LIFE ASSURANCE CO.

Assurance by Monthly Payments. Benefits of Life Assurance brought within reach of those to whom the payment of a large sum yearly half-yearly or quarterly may be an inconvenience.

Liberal conditions as to Loan, Surrender, and Paid-up Policy Value.

Apply to—

DODWELL & CO. LTD.,

AGENTS,

2, Queen's Buildings.

TO-DAY'S RECIPE

CREAM SANDWICH.

Ingredients—3 eggs, 4 oz. castor sugar, 4 oz. flour, 1 oz. butter, 1 small teaspoonful baking powder, 5 oz. tin NESTLE'S Pure Rich Cream.

Method.—Beat the eggs and sugar together for 10 minutes, melt the butter, but do not make it hot, then stir in the flour and baking powder and butter. Grease a dripping-pan and bake in a moderate oven for 15 or 20 minutes. When cold, split open, spread the cream, whipped, on one half, place the other half on the top, sprinkle castor sugar over, and cut into squares or fingers.



NESTLE'S REAL CREAM

Obtainable at Lane, Crawford & Co.,
and other Stores.

TWO SIZES

5½ oz. ... 50 cts. per tin.

1½ " ... 90 " " "

[105]

BERGER'S PAINTS.

PREPARED PAINTS OF ALL KINDS AND COLOURS.

BERGER'S LIQUID RED LEAD covers 50 per cent. more surface, weight for weight, than the ordinary hand mixed Red Lead.

MATROIL—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.

STRUCTURAL & ROOF PAINT—A preservative.

BERGER'S VARNISH. OAK VARNISH. BLACK JAPAN, COPAL, ETC.

PRICES ON APPLICATION—STOCKS CARRIED.

SOLE AGENTS:

W. R. LOXLEY & CO.

[1189]

MR. BERGER MADE
FINE COLOURS IN
LONDON IN 1792

ED. WHEEN & SONS, LTD.

8, French Bund, Shanghai.

Woolen Merchants,
Est'd 1882.

Offer of New Cloths:

SPRING SUITINGS
COSTUME CLOTHS
COATINGS INDIGO
and BLACK SERGES
GREY FLANNELS
CREAM TWEEDS
CRICKET FLANNELS
SUPER and UNI-
FORM CLOTHS

IN CASE LOTS, single pieces

or short lengths

(any length cut).

Quotations c.i.f. any Port. Prompt Shipment from Stock.

NOTICE.

MESSRS. GILLARD & CO.

HAVE GREAT PLEASURE

in informing the
PUBLIC

that they have just received

THE WARRANT OF APPOINTMENT

AS

SAUCE and PICKLE MAKERS

TO

H.R.H. THE PRINCE OF WALES

THESE SAUCES and PICKLES

May be obtained from

LANE, CRAWFORD & CO.

and
All other Stores.

SHOULD THEY BE UNOBTAINABLE FROM YOUR DEALER,
PLEASE COMMUNICATE WITH

DONNELLY & WHYTE,

TEL. 636.

925

HONGKONG UNIVERSITY. MATRICULATION EXAMINATION RESULTS—JUNE, 1921.

HONOUR LIST.

20. —In Tak Cheuk, Queen's College.
48. —Cheung Wai Fung, Queen's College.
63. —Paricle, A. C. Chien, St. Francis Xavier's College (Shanghai).
74. —Yeh Ching Cheow, St. Xavier's Institute (Peking).

PASS LIST.

(Centre—Hongkong).

1. —Arnaldo G. Botelho, St. Joseph's College.
3. —Lee Tak Joe, St. Joseph's College.
4. —Lee Tak Hwee, St. Joseph's College.
5. —Burjor M. Talati, St. Joseph's College.
6. —Lam Guan Hong, St. Joseph's College.
7. —H. S. Cooper, St. Joseph's College.
10. —Hui Han Lee, St. Stephen's College.
12. —Leigh Byng, St. Stephen's College.
13. —Yee J. Edgar, Queen's College.
26. —Chow Tin Chuan, Sacred Heart College (Canton).
27. —Chumlong Vephula, Private Study.
38. —Chau Hin Kwok, St. Joseph's College.
42. —Pun Shiu Lun, Queen's College.
43. —Yau Shueing, Queen's College.
47. —Chan Chank Wa, Queen's College.
48. —Lau Lai Sang, Queen's College.
51. —Ho Mei Kuan, Ying Wah College.
53. —Lam Choi Chiu, Queen's College.
54. —Hung Chi Po, Queen's College.
56. —Fung Yui Shiu, Queen's College.
(Centre—Shanghai).
64. —Yin Yee Fong, St. Francis Xavier's College.
65. —Lau Tsung Kya, Medhurst College.
66. —Leslie A. Lewis, Private Study.
(Centre—Peking).
72. —Yeh Cheung Toh, St. Xavier's Institute.
73. —Cheah Cheng Poh, St. Xavier's Institute.
75. —Cheah Keng Tian, Penang Free School.
* Qualified for the Faculty of Medicine.

The following candidate, who previously matriculated, has now qualified to enter the Faculty of Medicine:—

70. —Jamshed S. Guzdar, Thomas Hainbury School, Shanghai.

SENIOR LOCAL RESULTS—JUNE, 1921.

(Centre—Hongkong).

72. —Jose N. da Silva, St. Joseph's College.
8. —Dinarte F. Lopes, Diocesan Boys' School.
14. —Tan King Liong, St. Stephen's College.
18. —Ho Kin Chung, St. Paul's College.
19. —Mark Kei Shun, St. Paul's College.
23. —Cheung Wing Lai, Queen's College.
32. —Wan Yee Po, Private Study.
37. —Lee Ka Min, St. Joseph's College.
38. —Kwok Chan, Diocesan Boys' School.
40. —Yong Fook Sing, Private Study.
42. —Wong Chi Tung, Queen's College.
50. —Hui Yui Lai, St. Joseph's College.
51. —Joseph S. Shak, St. Joseph's College.
53. —Au Wai Pan, Ying Wah College.
59. —Wan Hang Shing, St. Stephen's College.
60. —Hajime Okitsu, St. Joseph's College.
(Centre—Shanghai).
61. —Lawrence L. Horenstein, St. Francis Xavier's College.
62. —Albert Horenstein, St. Francis Xavier's College.
(Centre—Peking).
71. —Lim Poh Sim, St. Xavier's Institute.
(Centre—Hongkong).

80. —Maria Elsa Mullery Franco, St. Paul's Institute.
81. —Maria Adelaide Guimaraes Lobato, Pedro Nolasco Commercial School.
82. —Lai Po Chuen, Italian Convent.

LANDING WITHOUT A PERMIT.

A Japanese passenger by the s.s. *Kishu Maru* was charged before Mr. Orme, yesterday, with having landed without a permit from the Captain Superintendent of Police.

The defendant said that he only came ashore to change some money, and did not think he was doing anything wrong. He had no unlawful intent, and had returned to the ship immediately after exchanging his money.

Inspector Spear said that there was nothing serious about the defendant's offence. He was a through passenger from Bangkok to Japan. He had failed to have his passport vised by H.M.'s Consul at Bangkok, and when the vessel arrived in port he was told that he would not be allowed to land, but, in spite of this warning, he came ashore.

The Magistrate: It is merely a case of disobeying orders! The Inspector: Yes. He was taken before the Captain Superintendent of Police, who ordered him to be charged.

The Magistrate imposed a fine of \$10.

PROTECTORATE FOR PHILIPPINES NOT INDEPENDENCE.

Reports from the Wood-Forbes mission, which has been inspecting the provinces of Southern Luzon and adjacent islands, indicate that the people of the provinces desire a protectorate, although a few speakers have urged independence in any form.

Bad weather impeded the party at various points. Governor Forbes was forced to spend one night in a small launch at an obscure inlet along the coast, the yacht *Alaya*, which was to pick him up, having been delayed by heavy seas. In the trip through Sorsogon province, Mr. Forbes had to swim his horse across the swollen streams. Torrential rains held up the investigators at several points.

A HOLLYWOOD ROAD ARSENAL.

A WOMAN CARETAKER.

A Chinese woman was charged at the Magistrate's yesterday, before Mr. Orme, at the instance of Chief Preventive Officer Watt with the unlawful possession on the first floor of No. 230, Hollywood Road, of one long "Mauser" pistol, 2,130 rounds of ammunition, 1,000 detonators, 7 empty revolver magazines, 200 primers, and three tins containing two taels of non-Government prepared opium.

The defendant admitted that the contraband was under her control, but denied that it belonged to her. She said it was put in her charge by a male relative named Li Lam, who lives at Taitatti. She did not know exactly where his house was as she was a stranger in Hongkong, having come down from Canton only a few days ago. The box in which the major portion of the contraband was found belonged to Li Lam. When she undertook charge of it, she did not know what it contained, and did not enquire because it was not her business.

Inspector Watt said that, as the result of information received, he executed a search warrant at the flat on Tuesday afternoon. The defendant was the only adult occupant of the flat, which was small and consisted of only one room. In a drawer of a cupboard at the foot of the bed he found the revolver; in a locked box under the foot of the bed, the key of which the defendant produced, he found a Mauser pistol, another revolver, 2,130 rounds of ammunition, and 1,000 detonators. In a cupboard at the back of the bed, the witness found 7 empty revolver magazines, 200 primers, three tins of illicit opium, and some Mauser opium labels, which did not form part of the charge against the defendant as they did not come under the Court's jurisdiction.

The defendant said that the key of the box was given to her by Li Lam when he put the box in her charge. She did not open the box to examine its contents because she thought it was not proper to pry into other people's business.

Replying to the Magistrate, the defendant said that her husband was a seaman, but she had not heard from him for several years now, and did not know had happened to him. It was with a view of tracing her husband that she came to Hongkong where she met Li Lam and the latter put her in charge of the flat in Hollywood Road.

The Magistrate fined the defendant \$1,000 or five months' hard labour, in respect of the ammunition, and \$200 or a further one month's imprisonment, in respect of the opium. In the event of the fines not being paid, the sentences are to run consecutively.

CIVIL SERVICE SALARIES IN THE STRAITS.

The question of salaries and allowances was discussed at a recent meeting of the Legislative Council, at Singapore, and the *Straits Times* commenting on the discussion says:—It is necessary to bear in mind that none of the conditions here have been normal during the past few years. The report of the Bucknill Commission and of other committees which dealt with salary questions made very considerable improvements in the position of the various public services. As far as the Bucknill Commission is concerned, it had hardly completed its work before the conditions had so radically changed that, if the recommendations had been rigidly adhered to the majority of the public servants, would have been worse off than before. The cost of living in the middle of 1919 took a sudden bound upward, and it was necessary for Government to make increases in salaries in order that their servants might live. Beyond all question the conditions since the middle of 1920 have changed again in a direction warranting substantial reductions, and we gather that action has already been taken in view of this change. But the alteration does not affect all classes in equal proportions. To the labouring classes, whose greatest expense is food, the advantage, due largely to fall in the price of rice, is greater than to the clerical classes who spend a much larger proportion of their incomes on house rent, clothing, etc. Then there are the Europeans. Their food is a little, but not very much cheaper. Service is not quite so scarce, and wages can be forced down by from 15 to 25 per cent. If one is prepared to face a good many changes and discomforts. Clothing is slightly cheaper also, but house rents, where these have to be paid, have hardly had time to change at all, and a good many people are still paying twice or thrice the rentals that were common in pre-war days. A great many of the Government servants, of course, are provided with houses, which is a very great boon to them, and a good many of the big business firms have built for members of their staffs. Possibly in time we may have a slump in rents, and life may become easier, but the European at present, especially with dependents at home, is not making a fortune very fast if he belongs to the salaried class. We have always held that the Government should be a model employer, and that the European officers of the Government should be paid on a scale which makes them appreciate the advantages of public service and able to live in a manner calculated to do credit to the office they hold. We do not modify this view in the very least, but the times are out of joint, and we are glad that the Governor so emphatically declared that public servants should be prepared to take a share of the common hardship.

UNDER CHINESE JURISDICTION.

PROMINENT RUSSIAN ARRESTED.

News reached Peking, on June 29th of the arrest and imprisonment a few days ago of the Chinese judicial authorities at Harbin of Mr. K. J. Weber, Chief of the Navigation Department of the Chinese Eastern Railway. The cause of the arrest was the fact that the corpse of a Chinese (showing signs of death having occurred several months ago) was discovered in a drain on the site occupied by Mr. Weber's house which, by the way, faces the headquarters of the Chinese Railway Guards. This was sufficient reason, before any investigation had been made, for the arrest and detention of Mr. Weber under the Chinese law authorising prolonged imprisonment "so as to make sure of things"—not only of the persons accused of a crime but of prospective witnesses and even the sufferer. This is but one of the many similar instances of the practice of the "Special Chinese Law-courts" of the "Special Manchurian" region but it is raising particular concern and indignation because of the responsible position held by Mr. Weber and the general esteem in which this aged gentleman has been held in his twenty years of service on the railway. It shows well how the Chinese magistrates in North Manchuria delight in keeping ignorant of the prominent foreigner like Mr. Weber whose standing and reputation would be more than sufficient bail—if the question of bail can be raised at all—in any civilised country; while Chinese brigands are at liberty to terrorise in connivance with the Chinese soldiery, entire districts of the same region. Young China would do well to consider these facts before voicing their feelings on the abolition of extraterritoriality.—*Peking and Tientsin Times*.

NELSON'S FLAGSHIP IN DANGER.

At a meeting of the Society of Natural Research, on June 15th, the Marquis of Milford Haven stated that Nelson's ship the *Victory* was likely to sink at its moorings as the Admiralty had no funds to preserve her. Something had been done privately.

GERMANY'S REAPPEARANCE.

RESULTS OF THE NEW TRADE AGREEMENT WITH CHINA.

[CHUNG MEI NEWS AGENCY.]

PEKING, July 2nd.

The ratification of the Sino-German Agreement, which concluded the state of war between China and Germany as from yesterday and resulted in an exchange of diplomatic missions, at present headed by Charge's d'Affaires, has been greeted with satisfaction here, more especially in Chinese political and commercial circles.

Members of the Chinese Government and the local Chamber of Commerce, interviewed by a representative of the Chung Mei News Agency state that they have for months past been interested in a renewal of trade and diplomatic relations between their country and Germany. They say that since the outbreak of the War China has suffered greatly from a lack of those German goods upon which she depended and that even the advent of peace in Europe has done little to remedy this evil, as the Germans trying to do business in China had no legal status here. They believe that the re-establishment of relations between China and Germany will be a benefit to both countries and will, as far as China is concerned, result in the enhanced industrial and commercial development of this country.

There is already considerable talk here about the formation of Sino-German banks, development companies and ordinary commercial concerns, and Chinese merchants freely express the hope that German businessmen will come out here in large numbers and on a large scale. In this connection the Chinese believe that the low value of the Mark, with its none the less enhanced and artificial value in Germany will make it possible for the Chinese buyer to obtain German goods here at a low price. And this fact, added to the popularity of the German trademarks in China, will, it is thought, fill the local market with goods "made in Germany." As one Chinese political and commercial man put it to the Chung Mei News Agency's representative: "The agreement ratified yesterday restores Germany as a serious competitor to England and America in China. The English and Americans have thus lost the monopoly which has been theirs since the outbreak of the War, and they will have to work harder than they have hitherto and pay more attention to the requirements of the Chinese buying public if they hope to retain their fair share of China's import trade in the future."

A further interesting feature of the Sino-German Agreement is that it once more gives Germany a diplomatic status in China after an interim of nearly four years. Germany is now represented here by a Charge d'Affaires, Herr von Boroh, who negotiated the Agreement with China in behalf of his government, and in his present capacity Herr von Boroh is entitled to membership in the Diplomatic Body with all rights and privileges resulting from that membership. It has been suggested that the German Charge's presence at future sessions of the Diplomatic Body might prove embarrassing in view of the fact that the United States is still officially at war with Germany. The United States, however, has an unofficial mission in Berlin, and with the Knox and Porter peace resolutions before Congress there are indications that America and Germany will soon be at peace. Hence there is no reason for believing that the German Charge's presence at diplomatic meetings will embarrass the American Legation or be opposed by it. Germany, therefore, according to the Agreement of May 25th, regains in China all the rights and privileges that she had here before the war with the exception of those especially abolished or limited by the Treaty of Versailles and by the Agreement itself. She once more becomes a political and commercial factor in China, and she has a friendly China to assist her in doing so.

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LAND BOOM DANGERS IN SHANGHAI.

A leading article in the N. C. Daily News, of July 8th, says:—

Householders must have noted with apprehension the references made within the past few weeks to heavy purchases of land in and about the Settlement. They are now reported to have amounted to some seven million taels, and a great part of this sum represents an increment in value. And this being the case the future of rents must give real cause for anxiety. These transactions have not been confined to any one part of the Settlement, but extend from the Bund to outlying Municipal roads. If in the central district alone they would not have alarmed the householders, although the prices now given for property in that quarter are to-day colossal. The most recent transaction on the Bund for instance, is reported to have been at 115,000,000 per mu, and converting this into sterling at a present average rate of exchange, we find the price of this land coming to about £300,000 per acre. Nothing of the kind has ever been heard of locally before, and very few lots of property in the world can compare with its cost. Even in London, we are informed, such a price would be realized only in exceptional cases, and one would have to go to New York for it to be a commonplace. There are, of course, exceptional factors controlling the price of this land, which do not apply elsewhere in the Settlement. When, however, property in the residential districts starts to increase in value beyond what seems a reasonable figure, it is high time to take stock of our position.

This phenomenon of a property boom has been often seen in Shanghai, and it has two principal contributory causes—bad trade and unrest in the interior. To-day both are in full operation, and the Chinese capitalist then shows his supreme faith in Shanghai and its foreign régime by turning to it as the safest medium for the investment of his funds. Land offers the kind of security he wants, he pays excessive prices for it, and the boom is set going. Previous experience has shown that, with the return of industrial prosperity and more secure conditions throughout the country, the boom comes to an end and prices tend to recede. But only to a certain point; they stabilize themselves at a level of values always higher than before the boom, and proceed to a continued rise. Local history has never shown a land boom being followed by any steady recession in values. Now land in the residential districts of Shanghai is not worth the price at which it is changing hands to-day. At present rents property gives a fair economic return, but no more in the majority of cases; whereas at the new prices current the return will be less than fair. Are we then to suffer under the burden of higher rents simply because capitalists, failing to find a good investment for their money elsewhere, come with it to Shanghai, and force up property costs? They have no interest in the Settlement other than as a place for investment, and if they are allowed enough rope they will play havoc with the economy of the Settlement.

When Hongkong was considering its housing question two years ago, the conclusion was reached that the average man spent one-fifth of his salary on rent. The view is taken in Shanghai that he has to spend one-quarter, which is altogether too much from the economic standpoint. If the present land boom goes unchecked he is likely to have to pay more, and there will come a time when it will be impossible to keep a home together on current salaries. It is a contingency liable to arise at any moment, for events have shown that property here is hopelessly subject to fluctuation. Some firms have realized the position and done something to alleviate the lot of their employees by the construction of houses, only it has not been carried far enough to show a tangible benefit to the community at large. If the case to which we have referred comes to pass, what then will be the position of firms who have taken no steps in the matter? A duty will be imposed upon them to pay salaries adequate for the housing of their employees, and events might so occur that such a measure would prove too expensive, too costly in view of the amount of business they were doing. A suggestion which has been put forward accordingly deserves consideration, that firms should take houses on a twenty-five years' lease for their employees, and by doing so assist in stabilizing the salaries they would have to pay. It has been worked out by one well versed in the housing problem, and so far as can be seen would be of benefit both to employers and employed, as discounting inevitable periods of boom and speculation in the future.

UNEMPLOYMENT IN CALCUTTA.

Unemployment among Europeans in Calcutta has become a serious problem. The Central Labour Bureau, in which Mr. Justice Greaves is interested, though not tackling the whole problem, has about 70 names on its books, ex-servicemen predominating. Owing to the trade depression many unemployed men have been discharged from tea plantations are finding their way into the city in the hope of employment. Men formerly employed in the docks as foremen, checkers, and engineers are also unemployed owing to the shipping slump.

For the ex-servicemen the problem is particularly difficult. There have been several instances of ex-officers joining the army in the ranks. A number of men who have been demobilised in India, hoping to stand a better chance of work here, find it impossible to obtain employment. As they are mostly men without any special qualifications they find work impossible to secure. Those interested in the problem urge their ex-attrition. Local firms, though sympathetic, are discharging men from all departments, and, in some instances, closing down.

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IN TAIWAN (FORMOSA)

Taihoku — Taiwan Railway Hotel

IN CHOSEN

Sejo (Seoul) — Chosen Hotel Fusan — Fusan Station Hotel Shingashu — Shingashu Station Hotel
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IN MANCHURIA

Changchun — Yamato Hotel Dairen — Yamato Hotel Hsiching — Yamato Hotel Yamato Hotel	Hotel (Mukden) — Yamato Hotel Ryogun Port Arthur — Yamato Hotel
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[117]

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IMMORTALITY IN 1925

A PROPHECY FROM AMERICA.

Judge Rutherford, president of the International Bible Students' Association, successor to the late Pastor Russell, told a great audience at New York last month that no one need die after 1925 unless he chose, because that year was clearly stated in the Bible for judgment on the Satanic order which now rules the world. Immortality would be accomplished in that year, said Judge Rutherford, by the rediscovery of a perfect food, which Adam forfeited by sinning. Those then living would be nourished and sustained for ever by the perfect food, which the Lord would reveal to his people. Bald men will have their hair restored, toothless gums will grow new teeth, and men and women will become as beautiful and shapely as in the days of their youth. — *Daily Telegraph*.

THE FATHER'S AGE.

LATE MARRIAGES.

A curious controversy is going on in the London Press regarding the desirability of late marriages based on an American statistician's investigation. It is summed up in the *Times* thus: "Young fathers may beget prize-fighters, old fathers may beget brains."

In other words the American statistic claims that middle-aged and elderly fathers produce the largest proportion of children who become famous.

The *Times* says that investigations carried out in England produce ambiguous results due to the fact that the age of famous men's fathers has largely escaped the attention of their biographers. Thus Audubon, Cuvier, Franklin, Gladstone, Humboldt, Samuel Johnson, Lord Kitchener, Sir Walter Scott and Wagner had fathers over forty; while the fathers of Browning, Darwin, Disraeli, Faraday, Goethe, Kelvin, Macaulay, Napoleon, Nelson, Ruskin and Tait were under that age.

SECRET OF YOUTH.

ELDERLY PEOPLE WHO DO WELL AT LAWN TENNIS.

Apparently the secret of keeping youthful is to play all the year round in lawn tennis tournaments.

Mrs. O'Neill, now playing in the North London Championship meeting at Stamford Hill, is not far short of 60, but she is still as active as ever and playing like a girl of 20. She plays both summer and winter, and goes on from one tournament to another.

Practically every day she scores victories over strong club players whom she can give nearly 40 years. Recently she won the Open Singles at Edmonton.

Another woman player at Stamford Hill who has discovered in lawn tennis the same secret of youth is Lady Waverley, who was well-known years ago in the tournament world as Mrs. Hall Walker. She can concede 30 years or more to an opponent and still win.

Mr. Roper Barrett and Mr. A. W. Gore, the ex-champion, both over 50, were polishing off youthful opponents without the slightest difficulty.

SOME OF THE PRETTIEST SIGHTS IN LONDON.

We were talking about London. It is a good subject.

"What is the prettiest sight in London?" someone had asked; and we were discussing it, each naming his choice.

"The prettiest sight in London?" I said. "Why, a string of hay bales being towed up the river by a tug at six o'clock on a fine afternoon. Seen from the Embankment somewhere about Cleopatra's Needle, or from Westminster Bridge looking east."

"They agreed that that was a good sight, and we passed on to the next opinion. This was the lady's in the grey hat. 'The most beautiful sight in London in summer,' she said, 'is the sky above the Court of Honour at the White City just after the lamps are lit. It is the deepest, richest, intensest blue you ever dreamed of. There are many lovely intense blues—the blue of the peacock, the blue of the kingfisher, the blue of a Persian tile, the blue of a Rhodian plate—but this is the most wonderful of all.'

We agreed again; but an objection was lodged by the author of the debate. "Not a beautiful sight," he said, "but a pretty sight is what we want. You fly too high. London is so full of beauty that we must discuss that later. Just now we are after pretty things only. Next, please."

The journalist came next. "To me," he said, "there is nothing prettier than the pigeons at the Museum soaring round and embarrassing a little girl with a bag of corn—especially if you see them as you go in, with the darkness of the portico for a background. That is pretty, if you like. And then someone will startle them, and they will fly to the roof, blue grey and white, grey against blackness, and more prettiness goes and beauty is achieved. The distinction is illustrated there in perfection, I think."

"If it comes to birds," said his neighbour, "surely the gulls at Blackfriars Bridge are even more beautiful. Their movements are freer, their wings are broader; they suggest the open sea. And yet here they are in London in their hundreds waiting to be fed, just as if they were sparrows on a frozen lawn in winter."

"Oh, but what about the little red cottage among the trees at the Home Guards' end of St. James' Park?" said the lady in the black hat. "It is like a toy, and the ducks and moorhens and coots and terns swim about in the water beneath it, while the guinea-fowls and pelicans, and storks promenade on the banks. That's most awfully pretty always." — *Loiterer's Harvest*, by E. V. Rieu.

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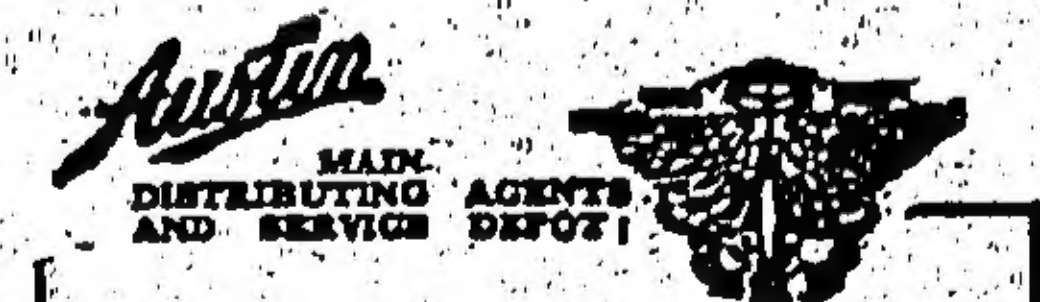
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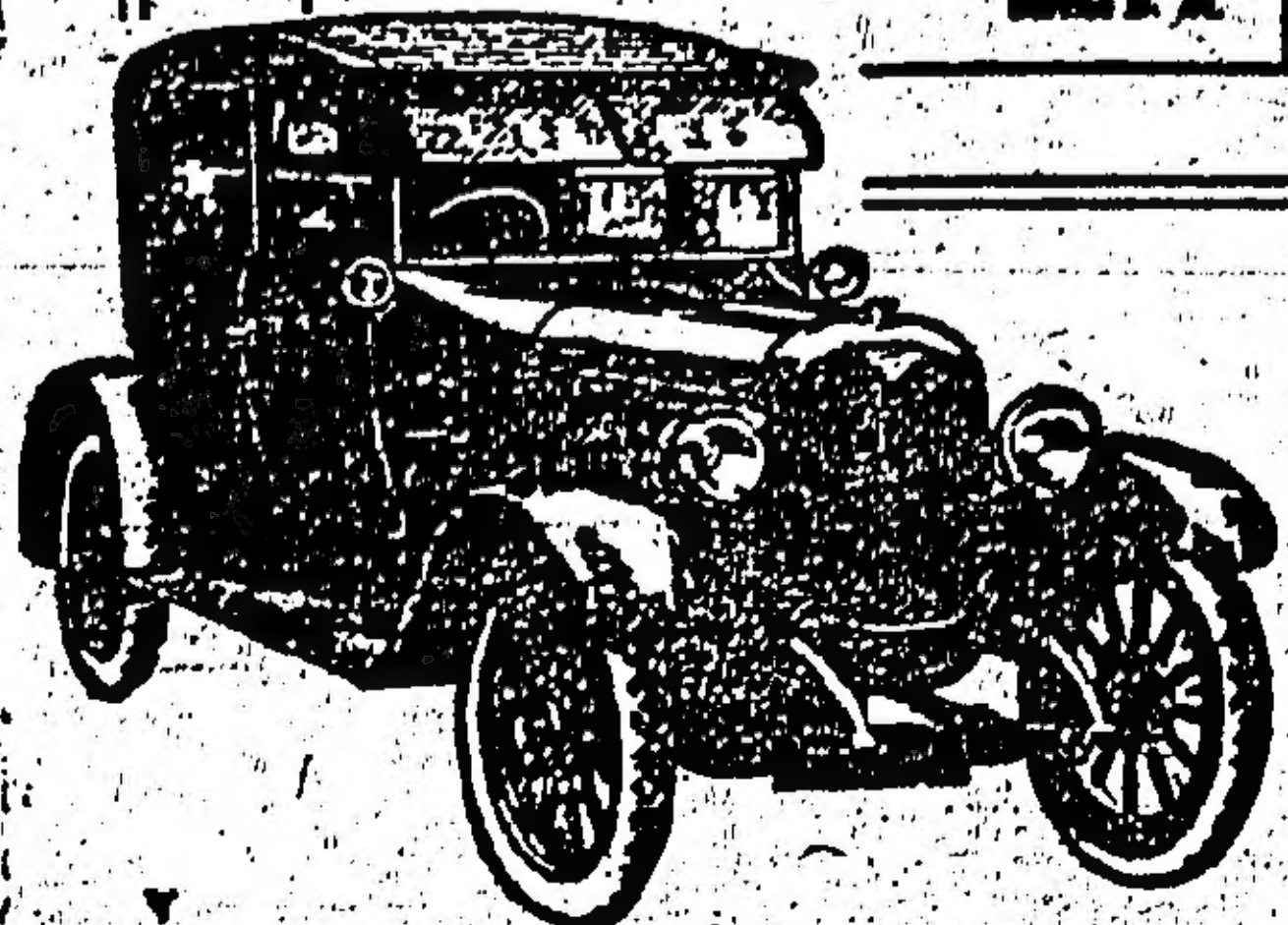
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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 13th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.81	29.80	29.80
Temperature	86	78	81
Humidity	69	87	81
Wind Direction	WSW	WSW	SSW
Force	2	1	2
Weather	c.	b	b
Rain	—	—	—

Highest open-air temperature on 13th .. 87

Lowest open-air temperature on 13th .. 78

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[1124]

SHIPPING NEWS

ARRIVALS

July 12th.
Namba, British str., 1,180 tons, Capt. W. Fretwell, from Tientsin.—Asiatic Petroleum Co.
Honolulu Maru, Japanese str., 3,540 tons, Capt. K. Hirano, from Singapore, with a general cargo.—O.S.K.
Laing, French str., 177 tons, Capt. F. Dubois, from Pakhoi, with a general cargo.—Kai Yee.
Polce, Chinese str., 314 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Hing Shun S.S. Co.

July 13th.

Maekusa Maru, Japanese str., 2,336 tons, Capt. T. Harada, from Keelung, with coal.—O.S.K.
Beongshing, British str., 1,260 tons, Capt. T. Croft, from Tientsin and Weihaiwei, with a general cargo.—J.M. & Co.

Frederick, British str., 1,108 tons, Capt. W. Cooper, from Foochow and ports, with a general cargo.—Douglas Lap-rank S.S. Co.
Loi Canton, Chinese str., 356 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing.

Yadrang, British str., 501 tons, Capt. Jenkins, from Swatow, with a general cargo.—Chiu On S.S. Co.
Calgan, British str., 1,570 tons, Capt. H. Davies, from Swatow, with a general cargo.—B. & S.

Kany Maru, Japanese str., 1,282 tons, Capt. T. Yoshida, from Muroran, with a general cargo.—M.B.K.
Yururu Maru, Japanese str., 3,233 tons, Capt. H. Horinchi, from Moji, with a general cargo.—N.Y.K.

Yogisun Maru, Japanese str., 1,748 tons, Capt. H. Yagi, from Muke, with coal.—M.B.K.
Yippon, Swedish str., 4,009 tons, Capt. R. M. Arnoldsson, from Singapore, with a general cargo.—Swedish Trading Co.

Robert Dollar, British str., 6,790 tons, Capt. M. Ridley, from Shanghai, with a general cargo.—Robert Dollar & Co.
Wingung, British str., 1,594 tons, Capt. W. Shauer, from Shanghai and Swatow, with a general cargo.—B. & S.

Yanning, British str., 1,750 tons, Capt. H. A. Waddell, from Canton, with a general cargo.—B. & S.
Asahi Maru, Japanese str., 1,006 tons, Capt. Y. Mishima, from Canton.—Doddwell & Co.

Gilinyong, Dutch str., 3,061 tons, Capt. P. Lemus, from Batavia, with a general cargo.—J.C. J.
Orilla, British str., 3,130 tons, Capt. J. S. Reddock, from Kobe, with a general cargo.—M.M. & Co.

Cashin, British str., 1,173 tons, Capt. W. McNair, from Canton, with a general cargo.—J.M. & Co.
West Japan, American str., 5,068 tons, Capt. E. C. Eide, from Kobe, with a general cargo.—Frank Waterhouse.

CLEARANCES

July 13th.
Namba, for Singapore.
Hekiang, for Tientsin.
Ellen, for Moji.
Loi Canton, for K. C. Wan.
Honolulu Maru, for Moji.
Wahkeni, for Foochow.
Loi, for Pakhoi.
Ma Maru, for Kobe.
Yururu Maru, for Singapore.
Yippon, for Shanghai.
Polce, for K. C. Wan.
Yadrang, for Hoikow.
Yanning, for K. C. Wan.
Asahi Maru, for Chingwantao.
Cashin, for Swatow.
Yogo Maru, for Chingwantao.

PASSENGERS

ARRIVALS.
 Per s.s. *Turilla*, on July 13th.—Mrs. Drayson.
 Per s.s. *Haitoung*, on July 13th.—Major Wakefield and Mr. E. M. Talbot.
 Per s.s. *Nippon*, on July 13th.—Mr. Smith, Mr. K. Edstrom, Mr. Lange and Mr. Gustavson.

VESSELS EXPECTED

Beaulieu (Blue Funnel), due August 7th.
Golden Castle (Doddwell Castle Line), due about July 30th.
Yedops (Blue Funnel), due July 19th.
Yenor (Blue Funnel), due August 21st.
Empress of Asia (R.M.S.), due July 14th, at 7 a.m.
Maecus (Blue Funnel), due August 14th.
Leemun (Blue Funnel line), due July 29th.

Osano Maru (N.Y.K.), due August 3rd.
Yagato Maru (N.Y.K.), due July 28th.
Yinghow (Blue Funnel), due August 10th.
Yotellius (Blue Funnel line), due August 14th.

Osano Maru (N.Y.K.), due July 21st.
Yagato Maru (N.Y.K.), due July 23rd.
Yoshi Maru (N.Y.K.), due July 18th.
Yokohama Maru (N.Y.K.), due July 14th.

S.S. "SILVER STATE."

Word has been received at the office of the Admiral Line that the s.s. *Silver State* left Seattle on July 9th, and is due to arrive in Hongkong on July 31st. Her schedule calls for departure for Manila on August 2nd. Sailing homeward she will leave Hongkong on August 15th, via Shanghai, Kobe, Yokohama and Victoria. The *Silver State* is one of the "335" type of Shipping Board Passenger vessels, but prior to departure of this vessel, the accommodation plan was revised to the extent that all inside rooms were eliminated and many improvements made that had not been shown on the original specification for these vessels. Following the *Silver State*, the next departure of this type of vessel from Seattle will be the *Krystone State* which is due to leave that port on July 20th.

STEAMERS MOVEMENTS.

The R.M.S. *Empress of Asia* is expected to arrive here to-day at 11 a.m. and will berth at Kowloon Wharf.
 The N.Y.K. s.s. *Yokohama Maru* (Australian line) left Kobe for this port via Nagasaki on July 12th, and is expected here on July 15th.

WEATHER REPORT.

July 13th. at 12.15.—Pressure changes since yesterday are small.

Related observations from Japan showed a depression over the Loochoos yesterday morning, moving towards Japan in the afternoon.

Gradients over the southern portion of the map remain shallow.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 65.65 inches against an average of 43.75 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong to Gap Rock (Light southerly, 2 to 3 variable winds; fine.

Formosa Channel (The same as No. 1.

South coast of China between the same as Hongkong and Lamocks (No. 1.

South coast of China between the same as Hongkong and Hainan (No. 1.

HONGKONG TIDE TABLE.

From 14th to July 20th, 1921.

Days of Week	Days of Month	High Water			Low Water		
		H'k'g Standard Time	Height	H'k'g Standard Time	Height	H'k'g Standard Time	Height
Thur	14	5 11	8 6	0 8	2 5	11 34	3 9
Fri	15	5 57	6 0	1 34	3 0	1 04	1 8
Sat	16	6 38	6 3	1 52	3 0	1 49	1 5
Sun	17	7 17	8 8	0 37	3 1	2 39	1 2
Mon	18	7 53	6 8	1 31	3 0	3 24	1 0
Tues	19	8 27	6 1	2 24	3 9	4 07	0 7
Wed	20	9 0	7 0	3 15	2 9	4 24	0 7

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	Highest W.L. over recorded	Lowest W.L. over recorded	1921.	
			W.L. July 12	W.L. July 13
Wuchow W. River	+79.50	-2.42	—	—
Kongmoon W. River	+14.70	-0.80	7.40	7.20
Linkongchow N. River	+87.00	—	10.00	8.09
Sambah N. River	+27.25	-5.00	12.49	11.90
Shakung E. River	+15.15	-0.93	4.58	—

35.7 feet on July 9th.
 37.5 feet on July 10th.

G. W. OLIVERSON, Engineer-in-Chief.

SUNRISE AND SUNSET.

FOR THE MONTH OF JULY.

Date	Sunrise	Sunset
July 14th	5.48 a.m.	7.11 p.m.
July 15th	5.47 a.m.	7.11 p.m.
July 16th	5.47 a.m.	7.10 p.m.
July 17th	5.48 a.m.	7.10 p.m.
July 18th	5.48 a.m.	7.10 p.m.
July 19th	5.49 a.m.	7.10 p.m.
July 20th	5.49 a.m.	7.10 p.m.
July 21st	5.50 a.m.	7.09 p.m.
July 22nd	5.50 a.m.	7.09 p.m.
July 23rd	5.51 a.m.	7.08 p.m.
July 24th	5.51 a.m.	7.08 p.m.
July 25th	5.51 a.m.	7.08 p.m.
July 26th	5.52 a.m.	7.08 p.m.
July 27th	5.53 a.m.	7.07 p.m.
July 28th	5.53 a.m.	7.07 p.m.
July 29th	5.53 a.m.	7.06 p.m.
July 30th	5.53 a.m.	7.06 p.m.
July 31st	5.54 a.m.	7.05 p.m.
August 1st	5.54 a.m.	7.05 p.m.

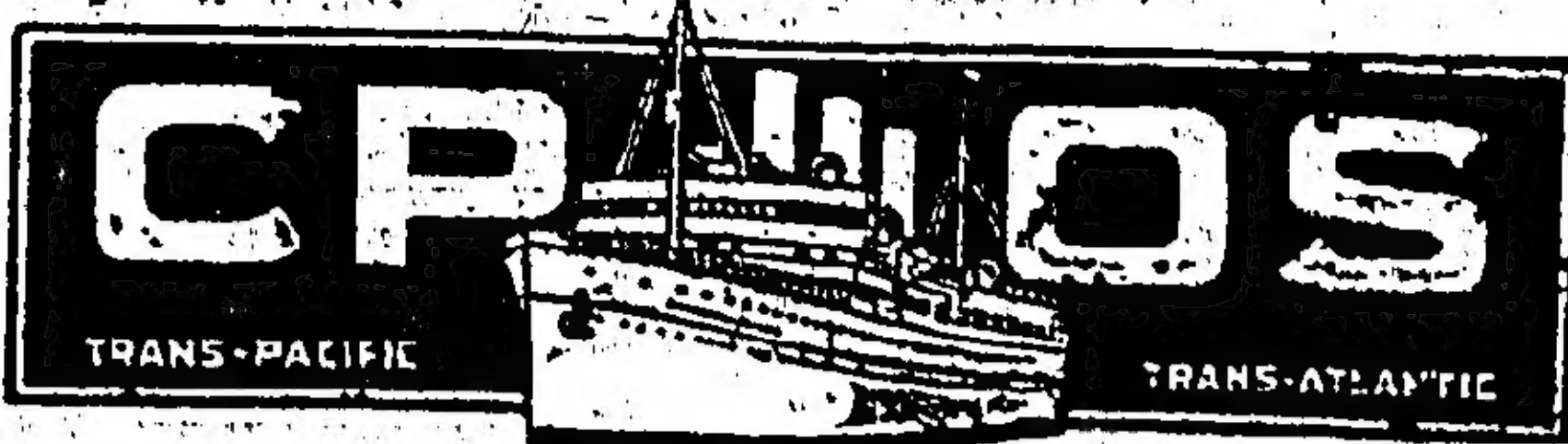
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E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 6	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 2

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

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For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, COBINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.

AMERICAN STEAMERS.

"ECUADOR" ... sailing Aug. 10th, 1921.

Telephone No 141

PACIFIC MAIL S.S. CO.

Hotel Mansions, Hongkong.

Cable Address "SOLANO"

1929

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI-JAPAN PORTS and HONOLULU AMERICAN STEAMERS

"EMPIRE STATE" ... Nov. Aug. 31st.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For HAIPHONG

"LAKE GITANO" ... Daylight, July 18th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

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Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the se Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.

HONGKONG to SAN FRANCISCO via Shanghai, Japan Ports and Honolulu

s.s. "NANKING" s.s. "NILE" s.s. "CHINA"

Sept. 9th July 17th Aug. 9th

HONGKONG to MANILA

s.s. "NANKING" - - - Aug. 30th

HONGKONG to SINGAPORE

s.s. "NILE" s.s. "CHINA"

Sept 18th July 23rd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. BURRIDGE, FREIGHT & PASSENGER AGENT.

PRINCE'S BUILDING, 104 HONG KONG STREET.

TELEPHONE, PRINCE'S BLDG. TEL. PRINCE'S BLDG. & AGENT.

No. 1934 No. 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	32,000	July 18th
PERNSIA MARU	32,000	July 30th at 10.30 a.m.
TAIYO MARU	32,000	Aug. 13th
SIBERIA MARU	32,000	Aug. 27th
TENYO MARU	32,000	Sept. 9th
KOREA MARU	32,000	Sept. 20th

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
OHIO MARU	16,500	July 28th
GINYO MARU	16,500	Aug. 15th

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building. Tel. Nos. 2374 & 2375

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To SINGAPORE 23rd July
 "West Henshaw" ...
 To LOS ANGELES & SAN FRANCISCO (via HONOLULU) 15th July.
 "West Islip" ...
 To VANCOUVER & SEATTLE (via MANILA) 20th Aug.
 "West Iron" ...
 * Also cargo accepted for transshipment at San Francisco and/or Seattle for weekly sailings to
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points, HONGKONG OFFICE.—1st floor, Powell's Building, 12, Des Voeux Road, Tel. 3008. [451]

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER and China, Japan and Philippine Island Ports.

"WEST JAPPA" ... 15th July.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY.

4th Floor, Princes Buildings Telephone 1062

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" ... sailing on/about 28th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU" ... sailing on/about 25th July.

For further particulars please apply to—

K. SUZUKI, Manager,
 No. 5, Queen's Road Central.
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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S. "CELTIC PRINCE" ... 10th Aug. (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED.

Telephone 2166.

Telegrams "Furness"

St. George's Building

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

(Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO)

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN CHINA & STRAITS

TO
UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

S.S. "KASAMA" ... 14th Aug.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.
THE BANK LINE, LTD.
or to REISS & Co. CANTON. General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO. CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOY & SHANGHAI	"SUNNING"	On 14th July, 9 A.M.
SWATOW & SINGAPORE	"HUPH"	On 14th July, 10 A.M.
SHANGHAI & TSINGTAO	"SUIYANG"	On 18th July, 4 P.M.
BOHAI, PAKHOI & HONGKONG	"KALONG"	On 19th July, 9 A.M.
SWATOW & BANGKOK	"KALONG"	On 19th July, 10 A.M.
SHANGHAI & PUKOW	"SINKANG"	On 19th July, Noon.
SHANGHAI	"SOOCHOW"	On 31st July, Noon.
SHANGHAI & TSINGTAO	"CHENAN"	On 23rd July, 4 P.M.
SHANGHAI & PUKOW	"SZECHUEN"	On 26th July, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAILONG"	—	Capt. W. Conner	FRIDAY, July 15th, at 2 P.M.
"HAIHONG"	—	Capt. W. C. Passmore	TUESDAY, July 19th, at 1 P.M.
"HAIHING"	—	Capt. A. H. Stewart	FRIDAY, July 22nd, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SYRIA"	7,000	27th July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"MANILA"	7,200	19th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp
"KHYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"SOMALI"	7,000	30th Sept.	Marseilles, London & Antwerp
"SOMALI"	8,700	14th Oct.	Marseilles, London & Antwerp
"GARDINIA"	8,800	28th Oct.	Marseilles, London & Antwerp
"KARNATA"	9,000	11th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" | 5,200 | 15th July, 1 P.M. | Calcutta via S'pore, P'ang & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	25th July	Manila, Thursday Island,
"ST. ALBANS"	4,500	22nd Aug.	Townsville, Brisbane,
"EASTERN"	4,000	19th Sept.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"EURYALUS"	3,570	18th July	Swatow & Amoy.
"MANILA"	7,200	21st July	Shanghai, Kobe & Moji.
"JAPAN"	8,000	30th July	Shanghai, Moji & Kobe.
"KASHMIR"	9,000	1st Aug.	Shanghai, Moji, Kobe & Y'ama.
"ST. ALBANS"	4,100	2nd Aug.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Donnan, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" — Friday, 15th July
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE."INDUS MARU" — Friday, 15th July
DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service."KISU MARU" — Monday, 1st Aug.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Shanghai and Yokohama—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway."ARIZONA MARU" — Thursday, 21st July.
"MANILA MARU" — Tuesday, 2nd Aug.
Call DairenNEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAVANA MARU" — Sunday, 17th July.NEW ORLEANS LINE via SUEZ.
JAPAN PORTS—Kobe direct."JAVA MARU" — Wednesday, 13th July
KEELUNG via SWATOW & AMOY—These steamers have extra large saloon accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office."AMAKUSA MARU" — Sunday, 17th July.
TAKAO via SWATOW & AMOY — Thursday, 14th July
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	15th July, 4 P.M.	

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Booms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage apply to— BUTTERFIELD & SWIRE Agents. [68]

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S. "WHEATLAND MONTANA"	July 20th	Arrive Seattle
S.S. "SILVER STATE"	Aug. 2nd	
S.S. "SILVER STATE"	Aug. 13th	Sept. 2nd
S.S. "CROSBY"	Aug. 18th	
S.S. "KEYSTONE STATE"	Sept. 2nd	Sept. 22nd
S.S. "WENATCHEE"	Oct. 2nd	Oct. 22nd

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S. "COAKET"	July 22nd	
S.S. "MONTAGUE"	Aug. 7th	

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... Sailing July 14th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Hotel Mansions,
Telephones 2477 & 2478.Passenger Office,
Queen's Building, 2, Ice House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "BELLEFLOWER" ... to NEW YORK, ... Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE

AGENTS

5th Floor

2477 & 2478.

Hotel Mansions

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" — 20,000	On or about 13th July.
HAIPHONG & SAIGON only	"CAP ARCONA" — 15,000 tons	about 23rd July.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUEBOUL & PORT SAID	"PORTHOS" — 20,000 "CORBILLEBE" — 10,000 "ANDRE LEBON" — 13,000 "ATLANTIQUE" — 13,000 "PAUL LECAT" — 22,000	During 2nd part of Aug. During 2nd part of Sept. During 2nd part of Oct. During 1st part of Nov. During 1st part of Dec.

For full particulars regarding sailings, etc., apply to—

B. BODENFUSER,
Acting Agent,
Queen's Building.

Telephone 742

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Aug. 20th.

For Freight and Passage, apply to—

THE CHINA-AUSTRALIA S.S. CO., LTD.
Agents,
113, Cross Street, Central

Tel. 3307

